

Major Butt Went to His Death Like Soldier and Nobleman

'ARCHIE BUTT WAS MAJOR TO THE LAST'

Manner of His Death Is Credit to the American Army.

HIS COURAGE INSPIRED

Cool and Calm as if He Had Been at White House Reception.

Washington, April 19.—With all hope for the rescue of Major Butt abandoned, President Taft today issued a statement showing the high regard in which he held his military aide, and his belief that he died as a man should die in the face of such a disaster as that to the Titanic.

The President said that Major Butt was like a member of his family, and that he felt his loss as if he had been a younger brother.

A graphic story of the heroism of Major Archibald W. Butt on the Titanic was told today in an interview given in New York by Miss Marie Young, a former resident of this city. Miss Young is believed to have been the last woman to leave the Titanic and the last of the survivors to have talked with the President's military aide. She and Major Butt had long been friends, Miss Young having been a special music instructor to the children of former President Roosevelt.

Mrs. Henry B. Harris, of Washington, in an interview in the Washington Star today also described the heroism of Major Butt. She said:

"Archie Butt was a major to the last. You have heard a fine nobleman, and he was a man of that type. He was a soldier and yet as firm as a rock, will never leave me. The American army is honored by him, and the way he showed some of the other men how to behave when they were in a man, suddenly panic-stricken, ran to the stern of it. Major Butt shot one arm out, caught him by the neck, and jerked him backward like a pillow. His head crashed against a rail and he was stunned."

"When the order came to take the boats he became as one in supreme command. You would have thought he was at a White House reception, so cool and calm was he."

"When the time came he was a man to be feared. In one of the earlier boats fifty women, it seemed, were about to be lowered when a man, suddenly panic-stricken, ran to the stern of it. Major Butt shot one arm out, caught him by the neck, and jerked him backward like a pillow. His head crashed against a rail and he was stunned."

"Sorry," said Major Butt, "but women and children will be attended to first, or I'll break every damned bone in your body."

The boats were lowered away one by one, and as I stood by my husband, he said to me, "Thank God for Archie Butt. Perhaps Major Butt heard it, for he turned his face toward us for a second. Just at that time a young man was arguing to get into a lifeboat, and the man who held the man by the arm like a bear, and appeared to be telling him to keep his head."

"How inspired he was. I stayed until almost the last and knew what a man Archie Butt was. They put me in a collapsible boat. I was one of three women from the first cabin in the thing; the rest were steerage people. Major Butt helped those poor frightened steerage people so wonderfully tenderly, and yet with such a cool and calm. He was one of God's soldiers to the last. He was one of God's greatest noblemen, and I think I can say that he was an example of bravery even to the officers of the ship. He gave up his life to save others."

President Taft today accepted an invitation to attend memorial exercises to be held by Temple Lodge, Free and Accepted Masons, of which Major Butt was a member, to be held in this city, May 5. The President probably will make an address and those in charge of the meeting, which will be a memorial for Major Butt, hope to have Henry Waterson as another speaker.

The White House was informed today that citizens of Augusta, Ga., expect to hold memorial services in honor of Major Butt about the time of the Taft visit to Savannah, May 1 and 2. The President promised today to stop in Augusta if the schedule of his trip could be arranged to permit him to do so. A permanent memorial to the heroism of Major Butt and the other Washingtonians who died on the Titanic was informally discussed today by some members of the Cabinet and other government officials.

The probability of testing the circumstances of the deaths of Major Butt, Clarence Moore and Frank D. Millet before the Carnegie Hero Fund trustees was also discussed.

WILL FIGHT EXTRADITION.

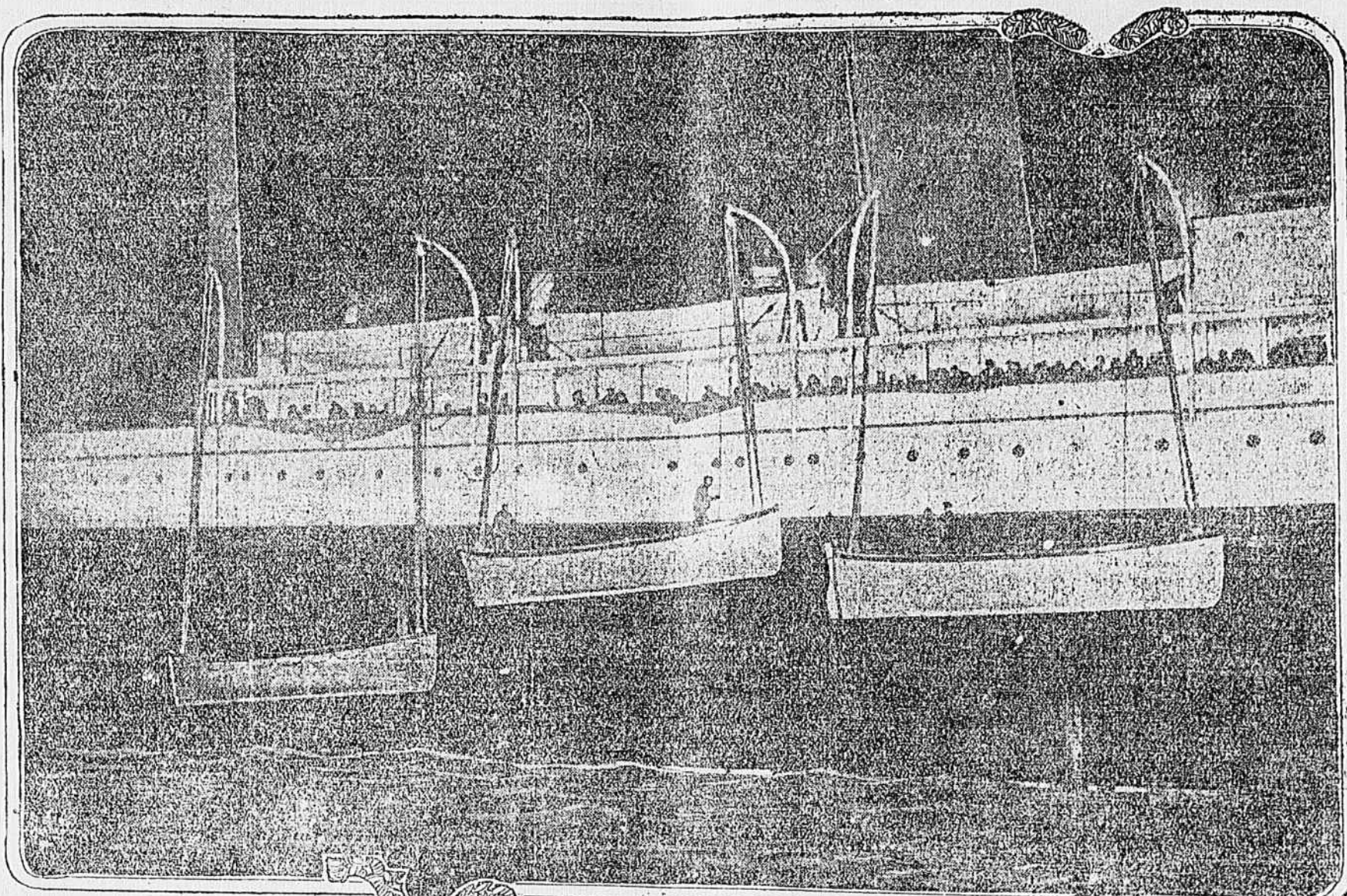
Former President of Bank in Toronto Faces New Charges.

Chicago, April 19.—W. B. Beattie Nesbitt, former president of the Farmers' Bank of Toronto, Canada, who faces new charges before United States Commissioner in Chicago, today refused to go to Toronto to face the charges. He is in the county jail awaiting extradition to Toronto on charges of forgery and conspiracy.

William D. Greer, senior inspector of the Criminal Investigation Department of Toronto, today told the new charges against Dr. Nesbitt, charging fraud by procuring a falsified statement regarding the financial condition of the bank made to the Minister of Finance of the Dominion of Canada.

Before the new charges were filed Attorney W. R. Patterson, counsel for Nesbitt, declared that his client would waive examination on the charges of forgery and proceed to Toronto to stand trial for forgery. But when they filed their new charges, although they are of much less magnitude than the previous ones, we are forced to fight attempts to extradite him."

When the hearing is called, the forgery charges, it is expected, will be defended and Dr. Nesbitt will be arrested on the new warrant.



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Carpathia lowering the Titanic's lifeboats just before she docked.

QUIETLY MEN WAIT FOR CERTAIN DEATH AS SHIP GOES DOWN

(Continued From First Page.)

They were new and in their proper place with the necessary lowering apparatus when the Titanic hit the iceberg. All apparatus had been tested, and Lightoller described the method prescribed by the British Board of Trade as to lowering boats, equipping them, and testing gear. The boats were on the top deck, or sun deck, about seventy feet above the water.

It was Captain Clark, of the British Board of Trade, Lightoller said, who made the examination of the Titanic before she had been approved by the British authorities.

Senator Allen Smith, of Michigan, who conducted the examination of Lightoller asked him how Captain Clark was regarded by officers of ships.

"Speaking of Captain Clark," said Lightoller, "with a suggestion of a smile, he is considered a bulwark, he is so strict. He insists upon every bit of life-saving apparatus being exhibited, taken out of the decks, lifeboats, and such, the lowering of boats, and the manning of them. And he will have it done until he is satisfied that everything is airtight."

"Was the steering gear with the same apparatus for the preservation of life in an emergency?" Senator Smith asked the witness.

"Identically the same," said the witness.

In Sea With Lifeboat On. Senator Smith took another tack. He asked Lightoller if he had ever been in the sea with a lifeboat on board.

"When?" asked the Senator.

"After the Titanic sank," answered the witness.

"How long?"

"From a half to an hour."

"Did you leave the ship?"

"No, sir."

"Did it leave you?"

"Yes, sir."

"Did you stay until the ship sank?"

"Yes, sir."

The audience pulled chairs closer to the witness. He was asked if the situation of the sinking Titanic was a great deterrent in making progress in the water in getting away from her.

"None," said Lightoller, "who supplemented this answer later, as he made it a point only to answer at the time the exact questions asked."

"From what part of the ship did you leave her?" Senator Smith asked.

"Near the officers' quarters."

"Were the lifeboats gone when you found yourself without footing on the ship?"

"All but one, which was in tangle."

At this point Lightoller explained that it was the third boat on the port side which was lowered and had crashed. It was impossible, he said, to release it. First officer Murdoch was managing the tackle.

Asks About Ismay. "At that time did you see Mr. Ismay?" Senator Smith asked, taking another angle.

"No, sir."

"At any time did you see him?"

"I saw him on the boat deck," Lightoller said, "when he started to uncover the boats. It was about twenty minutes after the collision."

"What was he doing?"

"Standing still," said the witness.

"Well," asked Senator Smith, "was he dressed?"

"I could not say," replied Lightoller. "It was too dark."

"Did steerage passengers?" persisted Senator Smith.

"No, sir."

"At such a time?"

"Oh, yes, sir," answered Lightoller, "indicating that it was a time when the routine was not observed."

"There must have been a good deal of confusion, was there not?" asked Senator Smith.

"Not at all, sir," replied Lightoller. "It appeared that the lifeboat when it was about fifteen feet from the deck, and Lightoller said there was no opportunity to get to it. The boat never was lowered. It went with the ship."

"Referring to the collision, when did you see Mr. Ismay after it occurred?"

"He was the only one I knew."

"Only once," said the witness. "It was about twenty minutes after the collision."

"And he was at one of the boat decks?" asked Senator Smith.

"He was the only one I knew. I would notice him quicker than I would some passenger, as I knew him."

At that moment Lightoller said he did not know where Captain Smith was, but he had seen him on the bridge shortly before.

Feared No Danger. "Did you believe that the Titanic was in danger?" questioned Senator Smith.

"No, sir," said the witness.

"Did you believe that there had been a serious accident?"

"No, sir," was the answer, with slight emphasis on each word.

"What was the force of the impact when the Titanic struck the berg?"

"There was a slight grinding, then shock."

"Any noise?"

"Very little."

Lightoller said he had not seen Mr. Ismay until after the collision. He (Lightoller) was in his berth at the time of the collision, but was not asleep. He was not fully dressed, and he walked forward and saw the captain and the first officer on the bridge.

"What time elapsed after the impact and your appearance on deck?" asked Senator Smith.

"Two minutes," said the witness.

"Who else was on deck?"

"No one but the third officer."

"Did you confer with him?"

"Yes, sir."

"Did you think there had been a collision?"

"Not necessarily a collision," said Lightoller.

"Well, what did you think you had struck?"

"Ice."

"Well, why?" asked Senator Smith.

Naturally jumped at that conclusion, said Lightoller. "There was ice around the Banks."

Lightoller said that tests of the water had been made for ice. It was part of the routine. Water was taken from the side of the ship in canvas buckets, and the temperature learned by putting a thermometer in it. As the second officer of the ship, Lightoller said, he had been in charge of it on Sunday when the Titanic struck, from 6 o'clock in the evening until 10, or inside of two hours before the collision. He would not admit that the tests were being made solely for the purpose of searching for information as to icebergs.

"What was the temperature of the water?" Senator Smith asked.

"Nothing more than the temperature of the air," said the witness.

"Does it indicate proximity to icebergs?"

"Well, it indicates cold water."

"How cold?" persisted Senator Smith.

"I was in it," said Lightoller, after a slight pause. "It was not much over freezing."

"I don't know," replied Lightoller.

No Reports on Tests. The witness said that he did not know what the tests of the water that day showed. No reports had been made to him. He did not think it necessary to report.

"Did you know that the America had reported to the Titanic the location of icebergs in that neighborhood?" asked Senator Smith.

"I can't say that I saw the message," said Lightoller in reply to a series of questions on this subject. "I heard of the message and that it came from some ship, but I did not know that it was the America. The message gave the longitude but not the latitude. The icebergs were reported between 45 and 51."

"Did you get from Captain Smith that night any information about the icebergs?"

"That night," said Lightoller, "I think it was in the afternoon about 1 o'clock. I was on the bridge, having relieved First Officer Murdoch, who had gone to lunch."

Captain Smith, he said, told him of the wireless message from the America about the icebergs. Lightoller said he could not recall that what position the ship was in then, but he could work it out on the chart. When Chief Officer Murdoch returned to the bridge, Lightoller said, he told him exactly the information Captain Smith had communicated to him.

"What did Murdoch say?" Senator Smith asked.

"All right," replied Lightoller.

"So the chief officer of the ship was fully advised by you that you were in proximity to icebergs?" he was asked.

"Yes, sir."

"How fast was the boat going at that time?"

"Between twenty-one and a half and twenty-two knots."

"Was that her maximum speed?"

"I do not know, sir."

"Do you know if she made her maximum speed at any time on the trip?"

"So far as I know," said Lightoller, "she could go faster than that it pushed. We understood that this was her maximum speed."

"Then you understood that there was reserve power?"

"Yes, sir."

"You received any instructions to exhaust that reserve power to make the ship go faster?"

"No, sir."

"Well, did you want her to go faster?"

"Yes, sir," said Lightoller, "some time or other."

Talked of Ship's Speed. It was true, the witness said, that he and other officers had talked about the maximum speed and what this new craft of the sea could do in the way of rapid progress for a ship of her size.

Lightoller said he hesitated in making this statement, why an officer of a ship should not be interested in how fast she could go.

When Chief Officer Murdoch relieved him, Lightoller went to his room. He said about the other officers, he said, that he had not been in charge of the ship again at 6 o'clock. On deck there were two junior officers.

Captain Smith was not on the bridge at that time, and he did not see him until about 8:30 o'clock. There were two men in the crow's nest, one at the wheel, and one man standing by.

"How was the weather that night?" asked Senator Smith.

"Clear and calm," said Lightoller.

"Were you apprehensive because of the proximity of the icebergs?"

"No, sir."

"For that reason you did not consider it expedient to have an Astor held in the boat?"

Heir is expected.

(Continued on Tenth Page.)

DRAGGED FROM HIS LIPS THAT VESSEL WAS BEING SPEEDED

(Continued from First Page.)

riedly renovated and cleared of the disorder caused by the presence of the Titanic survivors, and she left with cabin full.

Captain Reeston wept as he told to-day how the Carpathia had picked up the unfortunate crew of the Titanic, and before he left his ship admiring passengers presented him with a loving cup.

Although several consistent accounts of what happened aboard the Titanic have been obtained from survivors, it was mysteriously impossible for any one fully to take account of all that occurred on her great decks, four city blocks in length. Thus there were those who maintain that there were one or more suicides among the officers.

Captain Smith, it would appear from the consensus of narratives, went down with his ship, but several passengers say that First Officer Murdoch shot himself through the head before she sank. Among others who hold this view is Mrs. George D. Widener, of Philadelphia, whose husband and son were drowned.

The 296 rescued members of the Titanic crew were still in New York yesterday, sheltered on the Red Star liner Lapland. With few exceptions they are silent as to what happened aboard the sinking liner. They will be returned to England, but not until they have been held long enough to permit some of them to testify before the Senate committee.

Great Problem Confronting Committee. The greatest problem confronting the committee appointed to provide for the survivors has been with the steerage passengers. Speaking no English in many cases, ignorant of their destinations, frightened and without friends or relatives, their plight was acute until interpreters from the International Institute for Young Women, a branch of the Y. W. C. A., circulated among them to-day and appraised them as to their nationality, among the vast foreign quarter in New York. More than \$29,000, including \$5,000 from Andrew Carnegie, has already been subscribed for the suffering, and a series of benefits to raise more money has been arranged.

Most of the wealthy and more prominent survivors have left the city, among them Mrs. Charles M. Hoyt, widow of the president of the Grand Trunk Railroad, and her daughter, who were saved. They left for Montreal today in a special train. Colonel John Jacob Astor's young widow remained secluded in the Astor residence here, too ill, according to her physicians, to make any statement. No direct word from her has come to the outside world since Colonel Astor kissed her good-by and placed her in the lifeboat.

DELEGATES UNINSTRUCTED. Mass Meeting of York County Democrats Held at York, Pa., April 19.—The York Democratic County Executive Committee met yesterday at Yorktown and reorganized, electing C. H. Shields county chairman, R. C. Hunt, secretary, and Captain E. W. Maynard, treasurer. After reorganization a mass meeting of the Democrats assembled and elected the following delegates and alternates to the State convention to be held in Norfolk, with one-half vote each: J. C. Maynard, delegate, and J. C. Maynard, alternate, from Bruton District; R. C. Hunt, delegate, and R. C. Hunt, alternate, from Brunswick District; R. C. Hunt, delegate, and R. C. Hunt, alternate, from Dorchester District; R. C. Hunt, delegate, and R. C. Hunt, alternate, from Lincoln District; R. C. Hunt, delegate, and R. C. Hunt, alternate, from Lancaster District; R. C. Hunt, delegate, and R. C. Hunt, alternate, from Lehigh District; R. C. Hunt, delegate, and R. C. Hunt, alternate, from York District.

grave until most of the boats were gone and there were only two left.

Mrs. Astor and her maid and nurse got into one of the last boats, and at her request Colonel Astor got in, but later got out. As the boat was being lowered away, he called to her: "Good-by, dearie. I will join you shortly."

Before the boats were lowered Colonel Astor sent his man to get some heavy wrappers and furs, and they were put aboard Mrs. Astor. In the water the boat pulled away from the Titanic immediately. She occupied her time by talking out the boat. She saw the Titanic sink, and in the interim between the arrival of the Carpathia and when she was picked up by the boat in which she was, several of whom died in getting aboard. When she was taken aboard the Carpathia Mrs. Astor found a friend who gave her her maid's cabin, and she had a comfortable time of it, and suffered no serious consequences from the exposure or wet. It was denied on absolute authority to-day that an Astor heir is expected.

Heir is expected.

(Continued on Tenth Page.)

ISMAY A COWARD TO TAKE LIFEBOAT

He Was Primarily Responsible for Sinking of Titanic.

ARRAIGNED BY RAYNER

Maryland Senator Terrific in His Denunciation of White Star Director.

Washington, April 19.—An indictment, rarely equaled in its vigor, of J. Bruce Ismay, managing director, and other officials of the White Star Line, holding them responsible for the Titanic disaster, was delivered in the Senate today by Senator Rayner, of Maryland, who pictured Ismay as "the officer, primarily responsible for the whole disaster, who has reached his destination in safety and unharmed."

Senator Rayner pointed out that while there were no civil or criminal remedies available in American courts, a congressional committee would have absolute authority to subpoena every one connected with the disaster, and that should any one refuse to answer questions he could be indicted and imprisoned for contempt.

Mr. Ismay, according to reports, that he took the last lifeboat, cried Senator Rayner, "I do not believe it, and if he did, it was cowardly to take any lifeboat, for the managing director of this line, with his board, is criminally responsible for this appalling tragedy. If this had happened on an American vessel there would be no question that an indictment would be found, and if the facts were sustained, the officers of the company could be convicted of manslaughter, if not of murder, because this evidence is clear that the vessel was not properly equipped with efficient life-saving apparatus."

"I have not the slightest doubt that the northern route was taken in obedience to Mr. Ismay's direct orders, and that with full warning he risked the life of his entire ship to make a speedy passage."

"I care not what the rules of the British Admiralty are. Here you have the spectacle of the head of the line failing to see that his ship was properly equipped with life-saving apparatus, heedless of the warnings that he was sailing in a dangerous sea, forsaking his vessel and permitting 1,500 of his passengers and crew to be swallowed by the waves. He is a coward and a scoundrel. He is a martyrdom and a reckless disregard for the lives of the thousands of people who took place on board the sinking ship, and too fearful for the mind to dwell upon and contemplate, but Mr. Ismay, the officer primarily responsible for the whole disaster, has reached his destination in safety and unharmed."

"No legislation can bring back to earth a single life lost upon that fatal night. What we can do is to help to fix the responsibility, if possible, and with full warning he risked the life of his entire ship to make a speedy passage."

"All civilized nations will applaud the criminal prosecution of the management of this line. If they can failing to see that his ship was properly equipped with life-saving apparatus, heedless of the warnings that he was sailing in a dangerous sea, forsaking his vessel and permitting 1,500 of his passengers and crew to be swallowed by the waves. He is a coward and a scoundrel. He is a martyrdom and a reckless disregard for the lives of the thousands of people who took place on board the sinking ship, and too fearful for the mind to dwell upon and contemplate, but Mr. Ismay, the officer primarily responsible for the whole disaster, has reached his destination in safety and unharmed."

"In this hour of our calamity we appeal to the majesty of the law to bring about a speedy justice to this guilty company to the last degree."

Two more bills, framed on the lesson drawn from the Titanic disaster, were introduced in the House today. One of them, by Representative O'Donoghue, of Rhode Island, would compel all ocean-going steamships to carry out from the United States, to carry constant and adequate wireless apparatus.

Representative Ryan, of Maryland, offered a measure to appropriate \$100,000 for naval torpedoes, steamships to destroy icebergs by the guns of the warships and by dropping explosives from airplanes.

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